

COKE PRODUCTION IS STEADY; THE MARKET LOSES MUCH OF ITS INTEREST.

The Selling Agency Proposition

GAINS FAVOR WITH TRADE

Operators Not Depressed Al- though Market Is Quiet; Some Oven Increases Made By Rainey.

Coke production was only 233 tons less than the week previous, while shipments decreased only 10 cars, or in almost exact proportion to the lessening of production as compared with the week before. Taking all phases of the coke trade into consideration it is maintaining itself with what may be looked upon as remarkable steadiness.

While it may be said there is practically a lifeless market the operators are keeping in harmony with each other in production, and, moreover, are growing stronger for a federated selling agency, which will eliminate from the trade the influence of the coke broker. The plan suggested something ago in The Courier has been taking a firm footing in the coke trade, and tentative plans are being discussed with great interest, among operators where ever they assemble.

The operators are daily becoming more and more convinced that they should run their business for themselves, rather than be almost at the mercy of the brokers, who have no money invested in expensive plants, and who can always trim their sails to conform to whatever favorable or stormy winds that blow over the trade.

There was but little cutting down of running time last week and it is understood what was done by a general harmony plan that was put through the trade. If the operators were joined in a federation it would soon have the effect of making a production every week that would best harmonize with the needs of the market.

The Frick company went steadily ahead in the last week running without either diminishing the number of ovens in blast or lessening their six days working time, which has been general with nearly all of their plants.

The Rainey interests made the increase of the week, bringing Mt. Braddock plant from 259 to 310 ovens and at Revere one oven in the Connellsville region. In the Lower Connellsville region the Royal plant of the Rainey interests increased from 150 to 135 ovens, while the LaBelle works of the LaBelle Coke Company added two ovens. The Acheson plant of the Republic Iron & Steel Company blew out 88 ovens during the week. These changes altogether made the total number of ovens in blast in both regions identical with those of the previous week.

In the decrease of 10 cars in the aggregate shipments of the week it is interesting to note that there was an increase of eight cars to the Pittsburgh district, a decrease of three cars to points West of Pittsburgh, and a decrease of 15 cars to points East of Connellsville.

The trade is quiet it is true, but that is natural, and not to be taken as a disheartening symptom. The coke trade is holding its own along with allied lines. There are good prospects in the future of improvement.

Just now the operators are working along making a fair interest on their investments, and as the year has been pointed out as one in which minor ups and downs would be noticed, the present condition may be classed as the downward one but not one indicating anything serious.

When times do improve, as general conditions throughout the country indicate they will, it is likely that the times will find the Connellsville coke makers federated together in a way that will make them more the masters of their own interests. If so and dealing directly with the furnaces there will be a more even balance preserved than if the brokers are on the middle of the beam throwing their weight to suit their own situations.

A tale that adorned the market this week was that a sale of Connellsville coke had been made at \$1.35. A most vigilant search of the trade failed to find a shadow of confirmation for this, but it did elicit a firm denial. In several tellings the name of the producer was linked with the price. This man denied any such sale. Those who are acquainted with the operator in question and know anything of his business will recall that he was one of the earliest operators to close down last year rather than run on low prices, and that his contracts are for a good fair figure. The story of \$1.45 coke apparently emanated from the ones interested in hearing such a thing. That the sale was not of the celebrated Connellsville variety seems very plain, but it may have been of an inferior grade.

COAL ASSESSMENTS.

They Are Giving Cambria County Commissioners Lots of Trouble.

The Commissioners of Cambria county at Ebensburg will probably be glad to see the end of the days when they will sit as a Board of Tax Revision, but even then their troubles connected therewith may not cease, for it is likely that a number of cases where reduction of valuation of property has been denied will be taken into court.

A point that occasioned a lot of controversy is that having to do with the valuation of coal lands. The commissioners have adopted the policy that in any case where the coal under an estate has ever been sold separately from the surface they will assess the coal separately, even though the coal and surface be now owned by the same people. Where there never has been any sale of the coal, they assess the surface only, not knowing, at least not having any evidence, that there is coal on the property.

This policy is said to have been adopted only this year, and it has hit pretty hard some coal land owners who also purchased the surface, thinking thereby to get a lower assessment on the whole as farming land than if they owned the coal alone.

The coal is assessed at \$10 per acre alone, provided it is not being operated or does not adjoin an operation. If it adjoins an active operation it may be assessed as high as \$20 an acre, while if operated itself it is placed at \$10 an acre.

Men who own coal and surface in cases where the coal has been sold separately at some time, point out the alleged injustice of the system. They refer to one instance in Cambria township where a farm of 200 acres is assessed at \$1 per acre, while adjoining land of exactly the same character is assessed at \$10 for the coal and \$1 for the surface. The commissioners point out that they have no evidence there is coal under the former, while the fact that it has been bought and sold is sufficient warrant for believing that the latter is underlain with coal.

None of the coal companies has yet been heard in the matter of appeal, and it is not known what position they will take. Counsel for some of these interests, however, say they will probably ask for a decision by the Court as to whether there is not some other way of getting at the lands which are not positively known to have coal under them, but nevertheless undoubtedly have, and so equalize matters by raising the assessment on all such and reducing it somewhat on coal alone.

EXAMINATION FOR MINERS IS COMING

Will Be Held in Uniontown, Irwin, Scottsdale and Greensburg.

C. P. McGregor, Mine Inspector of the Nineteenth district, announces that the examination for mine foremen and fire bosses will take place at Irwin on the first Tuesday of April. The examining board will be Charles P. McGregor of Bradock, Inspector; William Baird, Superintendent of the Westmoreland Coal Company of Harrison City, and John Waters, of Man- or, mine foreman.

Mine Inspector I. G. Roby of Uniontown, says that the examination for the Fifth district will likely take place some time in March between the fifth and 15th. I. G. Roby is inspector, John Heaver, operator, and Gomer Lewis, miner.

C. B. Ross, of Greensburg, inspector of the Second district, announces that the date of examinations has not yet been set. John McClane of Liongier, is superintendent, and David Clark of Greensburg, mine foreman, with Mr. Ross on the board.

Mine Inspector David Blower of Scottsdale, says that the examinations in the Eleventh district will be held in Scottsdale, on April 5, 6, 7 and 8. Samuel J. Lohr is operator and Edward Quinn, miner, on the board.

SUSTAINED DEMURRER.

J. V. Thompson Wins Suit in Coal Case at Clarksburg.

CLARKSBURG, Feb. 9.—Judge Charles W. Lynch at circuit court yesterday sustained a demurrer in the suit of Caroline M. Jackson against Josiah V. Thompson et al, but the plaintiff was given leave to amend the bill, if she so desires. Unless the bill be amended, the decision practically ends the suit so far as the circuit court is concerned.

The litigation is over the Doña Coal & Coke Company holdings on the Short Line railroad aggregating between 3,500 and 4,000 acres, which T. M. Jackson, January 12, 1905, executed in trust to his trustees, J. E. Sands, Ira E. Robinson and John W. Davis, to secure his creditors. The property conveyed consisted of realty and personality, the most material and valuable asset being bonds of the company secured by a deed of trust on the property, a majority of which was owned by T. M. Jackson.

YUKON FIELD'S DEVELOPMENT.

Two New Coal and Coke Companies Will Open Works There.

SCOTSDALE PEOPLE AT HEAD

The Stauffer Connellsville Coke Company and the Scottsdale Coke Company Making Preparations to Award Contract For Plants.

Scottsdale, Connellsville and Greensburg people are interested in coal and coke development in the Yukon field of Westmoreland county and will be given new operations there within a few weeks, or so soon as contracts can be let, material assembled and the weather grows favorable to the work.

The companies that have laid plans for early operations along the line of development are the Stauffer Connellsville Coke Company and the Scottsdale Coke Company, both of which intend to erect strings of ovens of modern type.

Jesse A. Stauffer of Scottsdale, who is at the head of the company which bears his name is now considering contracts for the building of 30 initial ovens, six to eight large double houses and a storehouse. A large triple will be built so that raw coal may be loaded on cars for shipment from the mines which will be worked on the drift plan.

The operation is eastward from Yukon, the new and lively coal and coke town, where several large operations have already been put under way, and about half way between Yukon and Southview.

The Yukon branch of the Pennsylvania railroad traverses this field and the engineers of that railroad have already laid out the siding that is to run from the Yukon branch into the several hundred acres of coal owned by the Stauffer concern. Connected with the company are Samuel Cummings and L. E. Frazer of Connellsville; Dr. L. C. Thomas of Greensburg; Attorney John N. Boucher of Greensburg, and Mr. Stauffer.

Adjoining the Stauffer operations, which were very thoroughly tested last fall by means of a diamond drill which put down several holes, the Scottsdale Coke Company will break ground for new works. It is expected within a few weeks. Harry A. Leitold of Scottsdale is in this concern with John Hubbs of Somerset and others. Dr. L. H. Leitold of Scottsdale has been concerned in the prospecting and development of this field and says that it holds great promise of being a very thriving coal and coke country, which will be worthy of the name of Yukon region.

The Scottsdale Coke Company is considering the erection of a string of 10 ovens, and a coal tipple for shipping raw coal to market. Both they and the Stauffer interests expect to increase the number of ovens built until they will have large operations.

OFFICERS ELECTED.

For Monroe County Coal Company at Uniontown.

The stockholders of the Monroe County Coal Company met lately in the office of George Whelchel at Uniontown and elected directors and officers for the ensuing year and transacted matters of routine business. George Whelchel was elected president, George B. Burchinal, vice president, and E. H. Fowler, secretary and treasurer. The directors, chosen are George Whelchel, E. H. Fowler, Harry Whelchel, George B. Burchinal and S. J. Harry of Connellsville.

The company owns 7,500 acres of valuable coal land in Monroe county and the report for the year showed the business to be in excellent shape with bright prospects for the coming year.

Passing of Wooden Cars.

An order has been given by the River & Harbors Committee for 400 steel mine cars. These are gradually taking the place of the familiar wooden wagons, which has done service in the mines everywhere from away back.

THE STATISTICS SUMMARIZED.

For the week ending Saturday, February 6, 1910.

Districts.	Ovens.	In.	Out.	Tons.
Connellsville	24,678	22,837	1,842	292,635
C. City	11,730	11,622	718	189,355
Totals	36,408	34,459	2,560	481,990
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[For complete tables of ovens in blast in both regions see pages 2 and 3.]

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GROUNDLESS FEARS FOR HESITATION

Henry Clay Frick Says Excited Imaginations Cause Business to Lag Instead of Progressing.

Excited imagination and groundless fears are the causes for the hesitation in business activity in the United States. This was the opinion expressed by Henry C. Frick, who is at Augustus, Ga., for a stay of several weeks. Mr. Frick holds that there is no cause for fear and that "if the people will cease paying attention to the calumnies of meddling gamblers and demagogues."

"It is hard to understand why," he said, "with all the conditions favorable to unprecedented prosperity in this country, there has suddenly appeared a hesitation in activity, particularly upon the part of the railroads and manufacturing establishments."

"If this cause be as it is generally supposed, a fear of unfriendly legislation at Washington, and the consequent retardment of the anti-trust laws against the business organizations of the country, I cannot believe that is a sufficient reason to justify the timidity shown in many quarters. Congress will not legislate any term of property out of existence and court decisions cannot destroy the productivity of the soil or of legitimate enterprise."

"This is the greatest and most productive land upon the globe and nothing can tell its progress except the lack of courage of its own people. I am, as I have always been, an optimist about the United States, and the longer I live the stronger my faith becomes in its supremacy."

"We have never stood upon the threshold of better days than now, and it will be our own fault if we allow our activities to be paralyzed by groundless fears."

"In my opinion the present great depression in security values does not reflect the condition of business as much as the present hesitancy in business reflects the effect of wild conjectures upon what will happen at Washington and exaggeration of its possible consequences."

On December 31, 1909, there were 14 furnaces being rebuilt, 10 in the United States, and 4 in foreign countries, as follows: New Jersey, 1; Pennsylvania, 3; Virginia, 1; Georgia, (charcoal), 1; Tennessee, 1; Alabama, 1; Ohio, 1; Illinois, 1; and Wisconsin, 1.

In Pennsylvania was shown nearly one-half of the blast furnaces in blast in June, 1909, there being at the close of that month 197 Pennsylvania blast furnaces in blast, 278 in all the States and on December 31, 1909, 194 in blast, and 255 in all the States. The production of gross tons in Pennsylvania, including subgrade iron, ferro-manganese, ferro-silicon, ferro-phosphorus, etc., was 4,755,979 tons in the first half and 4,163,745 tons in the second half, a total production of 8,919,724 tons, nearly twice as much as produced in Ohio the second State in production.

Control Annual Meeting.

After a fiercely fought battle on the Pittsburgh and New York Stock Exchanges, lasting more than eight months, the Pittsburgh Coal Company announces it has won out and will control the annual meeting to be held in Jersey City, March 8.

THE PIG IRON PRODUCED IN 1909.

The Total Production for the Year Was 25,795,471 Tons.

PENNSYLVANIA THE LEADER

Official Figures Exceed by 14,110 Tons the Production of All Kinds of Pig Iron in 1907, Heretofore the Record Year.

The American Iron & Steel Association, in its bulletin of February 1, issued its complete report on the production of pig iron for 1909, showing the total production for the year of 25,795,471 tons, on direct reports to the headquarters of the Association from every furnace in the country.

These official figures exceed by 11,110 tons the production of all kinds of pig iron for the year 1907, heretofore the record calendar year, and show an increase of 9,559,135 tons, or over 31 per cent, over the production of 1908. The official figures for the last four years, as compiled by the Association, are as follows:

Year	Production
1906	16,236,336
1907	16,236,336
1908	16,236,336
1909	25,795,471

According to the figures compiled by the Association's bulletin, the production was divided by weeks as follows:

Week	Production
1st	1,000,000
2nd	1,000,000
3rd	1,000,000
4th	1,000,000

No pig iron was made in 1908 or 1909 with mixed charcoal and coke, the report concludes.

The report shows the following figures on active and idle furnaces on December 31, 1909:

State	Active	Idle
Pennsylvania	197	278
Ohio	194	255
Alabama	1	1

MORE MINING INSTITUTES ARE BEING ORGANIZED

Movement to Assist Miners in Work Spreading Throughout the Coke Region.

GREENSBURG, Feb. 9.—E. W. Whipple, one of the field secretaries of the Bituminous committee, located at Greensburg, met with the men at the Edna No. 2 Mine, Friday night, and counseled the organization of the Y. M. C. A. Mining Institute. The following officers were elected: President, D. A. Ireland; Vice President, Alfred Johnston; Secretary, William Karas; Treasurer, Thomas Collins. The first regular meeting will be held on Tuesday night and the institute will meet thereafter every two weeks.

Mr. Whipple has also been at Export where he discovered considerable interest in the Y. M. C. A. work and the Mining Institute movement. He expects the association work to be revived and a Mining Institute organized.

On the evening of February 1, a Mining Institute was also organized at Colesburg with the following officers: President, William L. Harris; Secretary-Treasurer, C. J. Garrigan; Inspectors in Mining Classes, George Landsey, D. H. Palmer and R. Berger.

COAL COMPANY LOSES.

Damages Awarded Against Railroad Need Not Be Paid.

PHILADELPHIA, Feb. 7.—On the ground that the court had no jurisdiction and that the remedy for the alleged grievance lay in the Interstate Commerce Commission, Judge McPherson in the United States Circuit Court here Saturday, dismissed the suit of the Morrisdale Coal Company against the Pennsylvania Railroad Company to recover damages for alleged discrimination in the distribution of coal cars in the Clearfield soft coal region of Pennsylvania.

When the case was called for trial, recently the jury, by agreement of counsel, awarded the coal company \$67,150 damages, subject to points of law to be determined by the judge. The decision of Judge McPherson was given after argument had been made on these law points.

REFLECTS ON TRADE.

Does Unrest in Industrial and Railroad Circles Over the Attitude of Washington.

Special to The Weekly Courier. NEW YORK, Feb. 10.—The American Metal Market and Daily Iron and Steel Report Says:

A fairly complete chill has overspread the iron and steel market. February has brought reduced activity and sporadic price weaknesses in the iron and steel trade, which the trade generally expected. It is quite apparent that there was good ground for the position taken by conservatives in December when they said that if the iron and steel trade maintained the position, they then did, as to prices and production rate, through this year, it would be going very well indeed. The year promised to be one of minor ups and downs, and at the moment the movement is distinctly in the latter direction.

The causes are apparent, but not new. There is unrest in industrial and railroad circles over the position in Washington. That Mr. Taft's pushing of a modes vivendi for good trusts creates a chill nobody doubts. The Washington government had not been taken seriously before. That the work of stocking up jobbers and manufacturing consumers with certain classes of finished steel products has ceased because the work is completed furnishes no item of news, for the verities could have anticipated the outcome.

Steel bars are available at \$1.55, a price which was nominally withdrawn by the last seller on January 1. Wire products are in some cases being sold at prices under the open market by the resurrounding of old contracts with limited additional tonnage offered. There is considerable cutting in bidding on finished structural work.

Southern iron is off 25 cents, prompt being offered at \$12.50. Birmingham is off 10 cents, while some prices will do \$12.75 for February, March, and the \$14 price can be done through the third quarter, or even the whole year, with some furnaces. Valley iron can be done at \$12.75, for No. 2 foundry. Virginia iron is down 50 cents to \$15, furnace, for No. 2 foundry.

The break up to the Connellsville coke boom is almost assured. There is nothing left of that market, as regards contracts for furnace coals, since there does not seem to be a furnace left in the market. The high prices, which operators thought would be forced to pay, drove remaining consumers to West Virginia and various Pennsylvania coals outside the Connellsville region. Offerings of prompt furnace coke down to \$2 a ton appear ridiculous in comparison with prices asked less than a month ago, but \$2 is a fairly high price as the iron industry is now aligned. A weekly production of 450,000 tons in November and December, gave the iron industry all the Connellsville coke it needed. Since January 1 the furnaces have not worked as well, due to weather and other conditions, and have needed less coke, while the Connellsville region pushed its production to 175,000 tons weekly, and it could probably add another 25,000 tons before exhausting its resources.

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All The Furnaces Are Covered.

THE WEATHER IS BLAMED

After Turn of Year Usual Winter Troubles Began and Pig Iron Production Dropped.

Special to The Weekly Courier.

PITTSBURGH, Feb. 10.—The Connellsville coke market has quietly lost what interesting features it possessed, in that careful researchers fail to disclose any furnaces which still need to make contracts for the half year or year. The high prices asked last year for the celebrated Connellsville coke suggested to some furnaces, which sometimes use one coke and sometimes another, the desirability of contracting for various inferior coals which were available at much lower prices, from Pennsylvania districts outside the famous Connellsville region, and from West Virginia, and thus by one means or another the furnace trade has become well covered, so that the coke market is much less interesting than it was.

Last September and October the question was much discussed as to whether, with its somewhat increased facilities, the Connellsville coke trade would be able to supply all the requirements of furnaces and foundries desirous of using this grade of fuel. No answer satisfactory to all parties was forthcoming at that time, but the developments of time have in due course furnished an affirmative answer.

Temporarily, indeed, there seems to be an oversupply of coke, and this is generally blamed on the weather. In November and December the blast furnaces worked unusually well, for the season, and their production was very high. After the turn of the year the usual winter troubles began, and pig iron production in the country at large has dropped about a million tons a year, the chief decrease being in districts tributary to Connellsville coke. The present poor working of furnaces is not abnormal for the season; it was rather the December working which was abnormal. As a result, the furnaces are uniformly well supplied with coke, and the prompt market is largely nominal. A quotation of \$2.25 on standard grades of furnace coke for prompt shipment would probably be considered high by most recognized authorities, as there are cases of such coke being offered at considerably lower prices, down even to \$2. Such prices appear low by comparison, since early last week a sale midway between prompt and contract, and covering a round tonnage, was made at \$2.30. The general asking price on local coke is about \$3, but occasional transactions are put through at about 25 cents less.

PRIVATE CARS.

What the Revision of the Department of Mines of Canada Shows.

The annual revision of the Canadian Department of Mines shows coal and coke output in the Dominion to have been as under, in tons, of 2,000 pounds:

Coal Production.	1907	1908
Nova Scotia	6,254,122	6,652,220
British Columbia	2,304,898	2,333,708
Alberta	1,591,579	1,685,001
Saskatchewan	171,222	195,528
New Brunswick	34,584	60,000
Yukon territory	15,000	2,517
Totals	10,171,426	10,988,957

Exports of coal to the United States were 1,631,016 tons in 1907 and 1,385,222 tons in 1908, there being small exports to Newfoundland and the countries. Imports of coal were: Bituminous, 6,376,152 tons in 1907; 6,025,574 tons in 1908; anthracite, 3,141,573 tons in 1907, 3,109,110 tons in 1908.

Coke Production.

Coke Production.	1907	1908
Nova Scotia	529,851	490,551
Alberta	77,742	75,037
British Columbia	27,062	277,488
Totals	1,134,655	843,076

Coke exports, all to the United States, were 73,517 tons in 1907 and 38,708 tons in 1908; imports being 619,209 tons in 1908.

Three Pays This Month.

A two weeks' pay was distributed at the plant of the Latrobe Coal Company February 7, the pay having been of most satisfactory size. The distribution of the pay on the first of the month will cause three pays during the month, despite the fact that February is the shortest month of the year. Pays will be distributed on the 15th and on the 28th.

Want a Postmaster. A civil service examination for a postmaster at Ronco will be held at Edenborn on March 5.

The Yough River Is Given \$75,000 For Dams As Far as West Newton In the Rivers and Harbors Bill.

WASHINGTON, Feb. 9.—Action was taken by the Rivers and Harbors Committee yesterday by which the Ohio river project is to be provided for as has been forecasted in these dispatches. The bill is now practically completed and it is the expectation of the committee to finish all the details and be prepared to introduce it in the House on Thursday. It will carry cash appropriations of approximately \$40,000,000 and in addition work to

ANALYSES FURNISHED ON REQUEST.

ANOTHER SUIT ON AGAINST BANKERS.

**But Mike Dujava Has to Bear
the Brunt of It as Frank
Druse Is Missing.**

MIHALY WANTS \$600 HE PAID

Left it at the Bank East June and
Claims it Was Never Sent to the
Old Country—Claims He Has Never
Seen a Receipt Showing Transfer.

had a vendic been rendered against Mike Dujawa for \$210 claimed by George Koszci then Dujawa appeared as defendant in an action brought against him and Frank Kruse to pay back \$600 Tatarka Mihal claims he left at the bank and which was not forwarded to the old country. As Kruse skipped out last summer his partner Dujawa is left to face the music.

Mihal alleges that on June 12 last

The defense will attempt to prove that Mihail cannot show that the money was not sent as directed. On the other hand Mihail says Henry Hobel, connected with the Austria-Hungary consulate in Pittsburgh to explain the system of exchange. Money is usually sent to Buda Pest, where the postal authorities forward it to the proper party. Mihail says Dujayev

In the divorce suit of Sarah Ann Logan against William B Logan At orrick F D Munson was appointed master today.

The following license applications have been filed: Frank York, Birmingham hotel Belleverton; William T. Davis, Point Marion house, Point Marion; Private Brewing Company, Uniontown; Arch Distilling Company, Uniontown; Republic Brewing Company, Redstone township; William H. Bellen, Duquesne hotel Uniontown.

An action in ejectment to secure possession of the Fairhance hotel at Fairhance has been started by W. A. McHugh of Uniontown and W. B.

Shupe, J. W. Ridston and James Mc
Grath, Adams, Harry Marmetta the
present occupants of the hotel. Both
John R. Slenker of East York Pa.
is under arrest on charges of break-
ing and entering a merchandise car
attached to No. 97 the B & O fast
freight which was west last night.
Slenker bonded the train a Rock

wood where he is alleged to have
broken into the car. Special Officer
John A. Phelan pulled him out of
the car while the train was standing
in the yards here about 8 o'clock last
evening.

Skinner was taken to the
Burgess Plaza for questioning. It is ex-
pected that by the time this sentence
appears the contents of the car which
was broken into will have been checked
and that the man who was arrested there

Slenker may be wanted as a desert

the phase of the matter. He admits enlisting in the army last March and quit in August. Although claiming to have been discharged, he has no papers and does not advance a reason for being ejected from the service. He

carried with him a book showing the purchase of a lot at East York for \$40. The last payment was made in January and surely all the indebtedness has been cancelled.

A FATAL FALL

L. C. Ackerman of Somerset Slipped or Collared While Steps

SOMERSET, Feb. 11.—(Special).—The funeral services of Louis C. Ackerman were held on Wednesday at the home of his sister Mrs. Elsie B.ough, 111 State street, at 10 a. m. The Rev. Mr. Williams of North Attleboro officiated. Burial was in the Mt. Pleasant cemetery.

Mr. McManis' death was due to a fall while he was mending several wooden steps leading to the front entrance of the building, were covered with ice and Mr. McManis attempted to descend the ice-sustained steps, causing him to fall, injuring his skull.

Mr. McManis was well known throughout the county. He was 74 years of age, he resided in Stony Creek, 15 miles from Shamash, for many years and there lived for a long time in married

AVERAGE DEPTH OF YOUGH

During the Month of January Was

552 Feet
The average depth of the mud

Special Officer Dunn issued a warrant for the special officer who killed the Mead silver miner. There is evidence and sworn testimony that Dunn has lost his job for good and the way

IT BURNED OVER HALF A CENTURY.

Mine Fire Destroyed Over
\$25,000,000 Worth
of Coal.

A TERRIFIC FIGHT WAS MADE

For Years to Check Progress of the
Devastation Until Lately When
Fire is Stopped at Cost of \$250,000.
Clever Engineering Feat.

After destroying about \$25,000,000 worth of good anthracite coal, a mine fire that started over a half century ago, near the village of Summit Hill, in northeastern Pennsylvania, has just now been checked, after a costly and terrific fight with the underground conflagration. In the abandoned workings of the Mammoth Vein, near the east end of the Summit Hill basin, a fire was discovered on February 15, 1859. People did not then think of the possible exhaustion of anthracite and the veins were not so thoroughly worked as now, so the fire found much coal to feed upon. Caves and fissures in the roof gave the fire plenty of air, and it started on a race against humanity. Daily the consumption of anthracite, growing by leaps and bounds, showed the economic necessity of checking the fire. The expensive deep shafts made it necessary to mine all the coal near the surface possible.

In the sixties a plan was to dig a great cut, with sloping sides, across the path of the fire, and thus cut it off. That was too gigantic and expensive. Years later thousands of tons of culm were flushed down through shafts bored from the surface. This was a failure; the fire went right on.

W. A. Lohrey, President of the Lehigh Coal & Navigation Company, gave much study to the saving of the property. He decided that the only way to stop it and the destruction of millions of tons of valuable coal, was to build a clay barrier across the basin, a distance of 500 feet. The coal comes to the surface on the north, and here an open cut was dug, and from there southward with the dip of the vein downward, a series of shafts were sunk, the last one 250 feet deep. Later it was found that the barrier would not only have to cover the entire face of the fire, but the space between the first four shafts would have to be filled with clay, making a wall that would rise from the bottom of the vein to the surface of the ground.

A tunnel at the southern end was used to remove the coal that could be saved there, and it followed the coal 500 feet to water level. Two concrete walls 60 feet high were built for the sides of the tunnel, with windows at short intervals to allow the clay to work through, and set a reinforcement.

The company was confronted by difficulties never before encountered in engineering practice. The fire crept close on the workmen, and as a protection "slushing holes" had to be drilled near the line of shafts and down these a constant stream was flowing. In spite of all this the smoke and gases came through to where the men slaved and sweat in the subterranean furnace, the rocks of the shaft grew hot, and the difficult task was rendered harder than first expected. The utmost care was necessary in blasting, and elaborate ventilating apparatus had to be installed. Canvas dumes were lowered into the mine and were shifted from place to place to give the workers air. An emergency hospital, with physicians in constant attendance, was installed, and in half hour shifts, and each man employed only four hours a day, the struggle was fought on.

At one time, Mr. Starr, the engineer in charge did not remove his clothes for 96 hours, and during most of the time for four days and nights he was in the shafts directing the fight. Cracks broke in the rocks and sand was poured in them to keep back the heat and smoke. The timbers in the mines could not be removed without risk, and neither was it safe to leave them to feed the fire possibly. Then transverse concrete walls were built, and these walls had holes in them so that the clay would run through them and equalize the pressure. Fifty thousand yards of clay were necessary, and 5,000 cubic yards of concrete. Ten miles of timbers were used in the shaft and open cut, and into one single hole bored to protect the work 21,000 tons of silt were poured. The fire was finally stopped, at a cost of \$25,000,000. This does not include the gigantic expenditure of previous attempts and the great loss of coal.

NATURAL GAS IN 1908.

The Geological Survey's Report on Its Production.

The Geological Survey's report on natural gas in 1908 shows that the production in that year surpassed all previous records. The total values of natural gas produced in 1907 and 1908 were \$2,522,390 and \$4,610,371, respectively. The tables given for the last three years show an increase in the quantity of gas used for domestic purposes, a decrease in the quantity used for manufacturing, or industrial purposes, and an increase in price.

The report which was prepared by David T. Day, of the Survey, shows the value of natural gas produced in the United States from 1882 to 1905.

GREENE CO. COAL SALES.

Deeds Filed Show Transactions Aggregating Over \$118,000.

Deeds filed for record during the last week in the Recorder's office of Greene county show that transactions aggregating over \$118,000 have been consummated. They are as follows: January 15, 1910, R. L. Hession, et ux., and W. R. Hawkins, all of the Waynesburg, to Adam Maple and Daniel Six, both of the same place, the coal underlying two tracts of land located in Springhill township, containing 84 acres and 32 perches and 95-112 interest in the coal underlying a tract of land in the same township, containing 77.75 acres; \$12,022.50.

January 7, 1910, the Pittsburgh-Buffalo Coal Company to the Bessemer Coke Company, the coal underlying a tract of land in Jefferson township containing 75.51 acres; \$52,178.

January 8, 1910, F. E. Morris, trustee, et al., to Ross B. Blair et al., the coal underlying four tracts of land in Jackson township containing 102.15 acres; \$10,220.10.

December 30, 1909, George W. Gordon and D. S. Walton, trustees, et al., to John J. Koebert, of Waynesburg, the coal underlying two tracts of land located in Morris township, containing 21 acres and 116 perches; \$310.

December 30, 1909, George W. Gordon and D. S. Walton, trustees, et al., to John J. Koebert, of Waynesburg, the coal underlying a tract of land located in Aleppo township, containing 7.26 acres; \$470.

December 30, 1909, D. S. Walton and George W. Gordon, trustees, et al., to John J. Koebert, of Waynesburg, the coal underlying a tract of land located in Aleppo township, containing 2.56 acres; \$160.

December 26, 1909, Cassie Wade to Elva D. Patterson of Waynesburg, 15 interest in 72 acres of coal in Perry township; consideration \$2,911.50.

January 7, 1910, J. W. Tans et al., to F. Morris, trustees, et al., the coal underlying four tracts of land in Jackson township containing 102.15 acres; \$1.

November 9, 1909, I. M. McElmurry et ux., of West Alexander, to J. M. Livingston of Union, Greene county, three tracts of land in Richhill township containing 105 acres, coal reserved; \$4,550.

November 22, 1909, Charles Loughman et ux., to Samuel Gardner, a lot located in Graysville, Richhill township, containing 129.18 square feet; \$150.

November 22, 1909, Samuel Gardner et ux., to R. D. Carroll, a lot in Graysville, containing 129.18 square feet; \$785.

January 11, 1910, Charlotte Blackburn et con., of West Virginia, to Martha D. Ribout of Waynesburg, a lot on South Morgan street, Waynesburg, Waynesburg; \$1,500.

December 2, 1909, Jeannette Glass Company, limited, to the Jeannette Wilford Glass Company, the coal underlying a tract of land in Dunkard township, containing 14 acres and 24.6 perches, \$10,216.12.

COAL AND COKE CARS.

Their Owners Object Strenuously Against Proposed Imposition of Demurrage.

Owners of private freight cars throughout the country are protesting strenuously both to the railroads and the Interstate Commerce Commission against the proposed imposition of demurrage charges upon such cars. At present private cars, when standing on private sidetracks or team tracks, are not subjected to the payment of any penalty for their detention by their owners, on the theory that an individual or corporation may do as he, or it, pleases with its own, detaining the cars at will.

The proposal is to allow owners of private cars everywhere 15 hours wherein to unload them, after which a charge of \$1 a day will accrue, while the cars in question are withheld from service. However, the penalty will not be imposed when the cars are withdrawn from lack of business or lack of loads. But the owners of cars will be required to give notice of their purpose at any time to park their cars. The railroads' side of the question, briefly stated, is that, where car-owners receive compensation from the railroads for their use, ranging from 25¢ of a cent to 1 cent a mile, loaded or empty, the cars should, in equity, be regarded as in the railway service and be subjected to the same rules and regulations as company cars. Private car-owners, on the other hand, insist that to place them under demurrage rules would be to take from them a large part of the benefits which accrue to shippers who own their own cars and transport their products in them. And the owners declare, furthermore, that they will take this matter into the courts, should the issue be forced, since it is a summary, often, to use their cars for purposes of storage and if compelled to pay demurrage charges it would in effect amount to a considerable increase in the cost of transportation.

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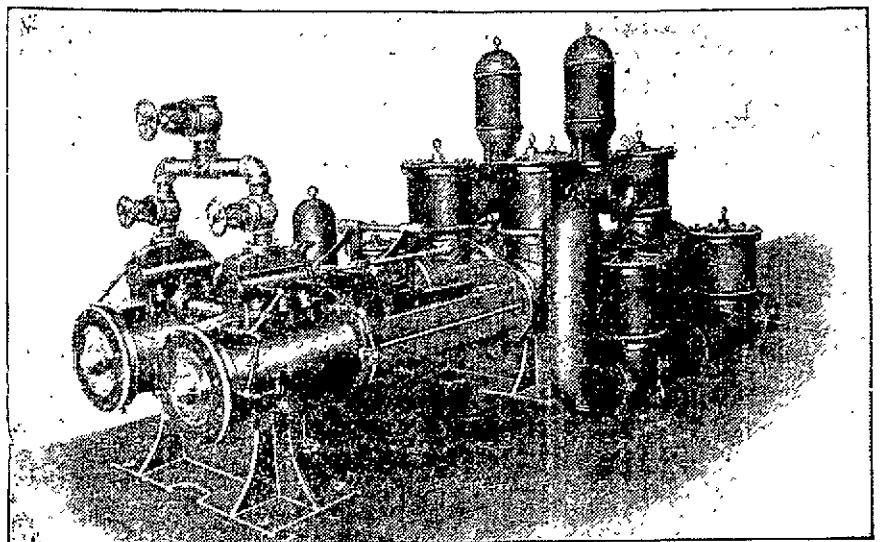
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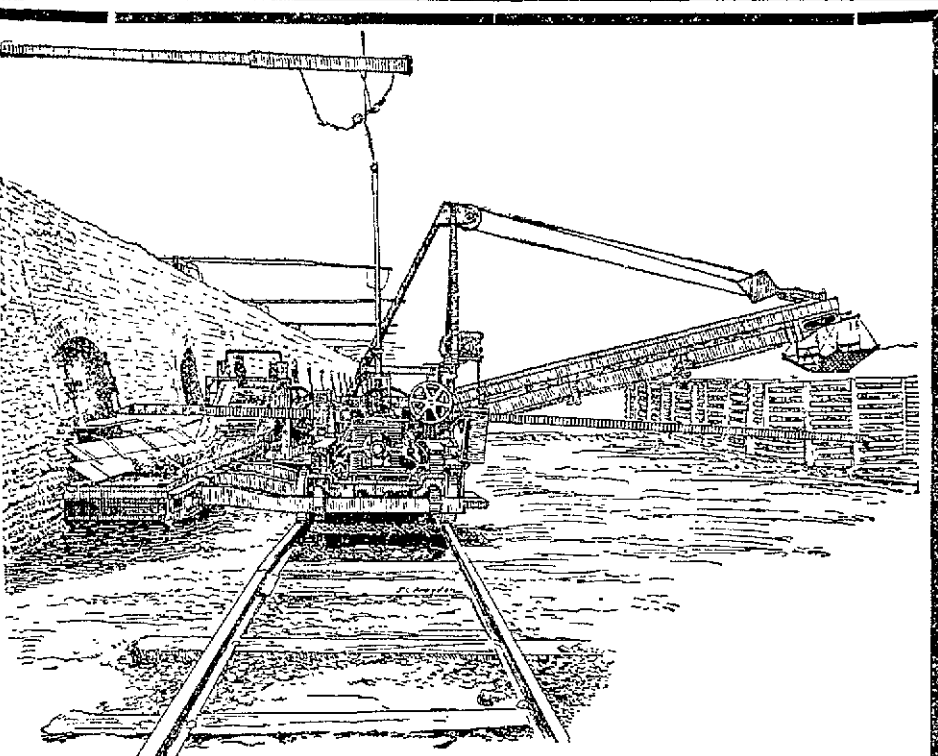


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